Georgia Department of Transportation

Interoffice Memo
Office of Design Policy & Support

DATE: **10/30/2019**

FILE: P.I.# 0015558
Meriwether County / GDOT District 3 - Thomaston
US 27 Alt/SR 41 Bridge Replacement @ Coleman Creek

FROM: for Brent Story, State Design Policy Engineer

TO: SEE DISTRIBUTION

SUBJECT: **APPROVED CONCEPT REPORT**

Attached is the approved Concept Report for the above subject project.

Attachment

Distribution:
Hiral Patel, Director of Engineering
Joe Carpenter, Director of P3
Albert Shelby, Director of Program Delivery
Carol Comer, Director, Division of Intermodal
Darryl VanMeter, Assistant Director of P3/State Innovative Delivery Administrator
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Angela Robinson, Financial Management Administrator
Erik Rohde, State Project Review Engineer
Monica Flournoy, State Materials Engineer
Patrick Allen, State Utilities Engineer
Eric Conklin, State Transportation Data Administrator
Attn: Systems & Classification Branch
Benny Walden, Statewide Location Bureau Chief
Michael Presley, District Engineer
Adam Smith, District Preconstruction Engineer
Scott Parker, District Utilities Manager
Jonathan Barnett, Project Manager
BOARD MEMBER - 3rd Congressional District

Limited Scope Project Concept Report

Project Type:	Bridge Replacement	P.I. Number:	0015558
GDOT District:	3	County:	Meriwether
Federal Route Number:	27 Alt	State Route Number:	41
Project Number:	*N/A*		

Replacement of US 27Alt/SR 41/Roosevelt Hwy Bridge over Coleman Creek in Meriwether county (located south of Luthersville)

10/23/2019 Submittal

Submitted for approval:

Consultant Designer, Atkins — Kimberly W. Tabbett — Date 8/21/2019

State Program Delivery Administrator — Date 8/23/19

Jonathan Barnett — ddc

GDOT Project Manager — Date 8/21/2019

Recommendation for approval:

Eric Duff/EKP* — State Environmental Administrator — *8/26/2019* Date

Christopher Raymond/EKP* — State Traffic Engineer — *10/10/2019* Date

Bill DuVall/EKP* — State Bridge Engineer — *9/20/2019* Date

Michael Presley/EKP* — District Engineer — *9/11/2019* Date

☐ MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).

☒ Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

Paul Tanner/EKP* — State Transportation Planning Administrator — *8/27/2019* Date

Approval:

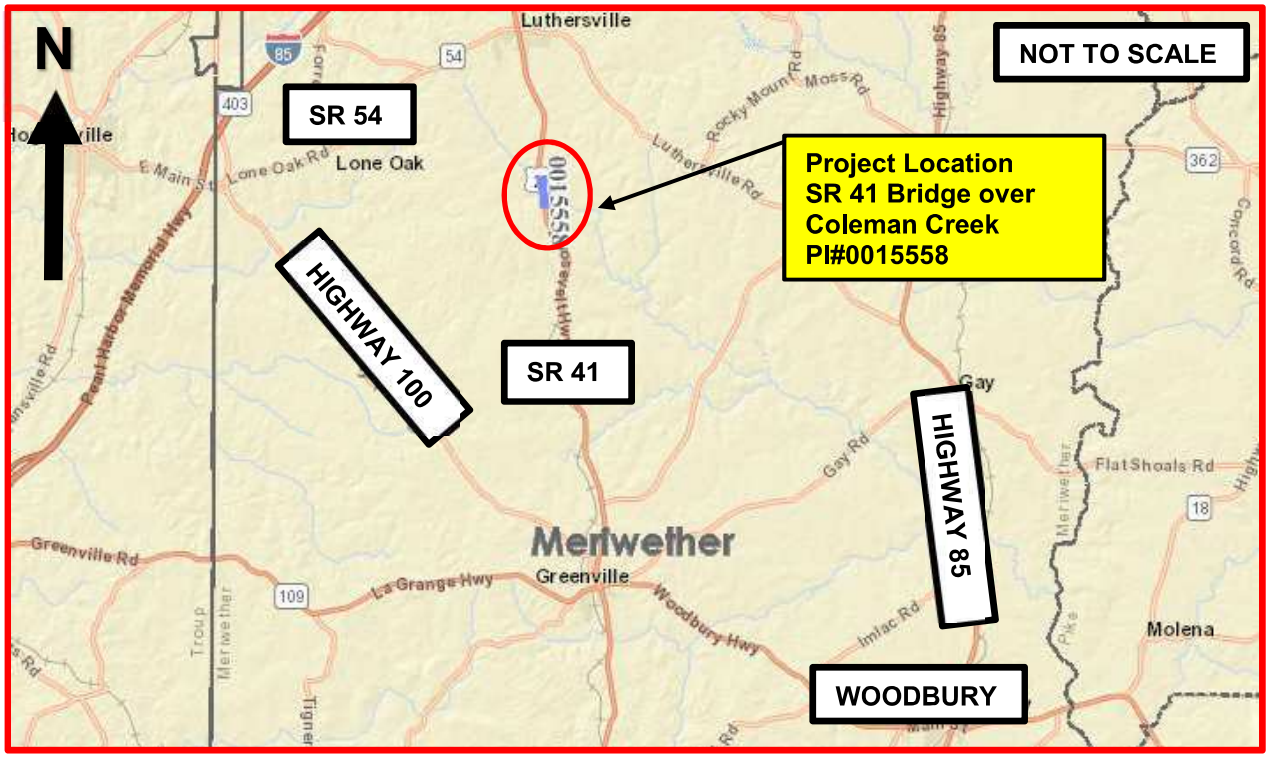
Concur: — GDOT Director of Engineering — 10/29/19 Date

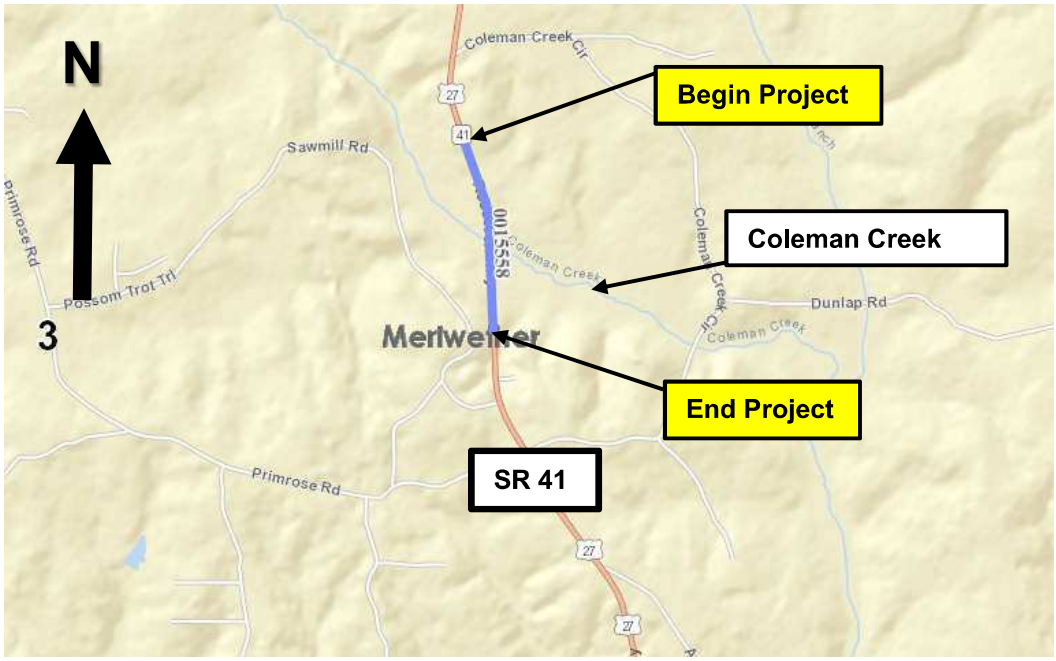
Approve: Margaret B. Pickle — GDOT Chief Engineer — 10/29/19 Date

**- Recommendations on File*

Additional Recommendations:
Stevonn Dilligard/Office of Utilities 9/13/2019
Joshua Taylor/Office of Engineering Services 9/10/2019

PROJECT LOCATION MAP





PLANNING & BACKGROUND DATA

Project Justification Statement: The bridge on SR 41 (US 27 ALT.) over Coleman Creek, Structure ID 199-0025-0, was built in 1927 and widened in 1960. This bridge consists of three (3) spans of reinforced concrete deck girders with concrete caps and original concrete columns with widened steel H-piles. This bridge was designed using an H-15 vehicle, which is below current design standards. The overall condition of the bridge would be classified as fair with a sufficiency rating of 64.5. The deck is in satisfactory condition with minor concrete deterioration. The superstructure is in fair condition with minor concrete cracking, delamination, and spalling with exposed rebar. The substructure is in satisfactory condition with minor concrete cracking and minor steel pile corrosion. Due to the bridge being below currently design standards, the overall condition of the bridge, and being scour critical due to its unknown foundation type, replacement of this bridge is recommended.

Existing conditions: The existing typical section on SR 41 over Coleman Creek consists of two 12-foot travel lanes, one in each direction. Additionally, SR 41 consists of structure 199-0025-0, which is a bridge that consists of 3 spans of concrete girders, concrete caps and H-piles. The bridge deck width is 34.3 feet and the bridge roadway curb to curb width is 28.2 feet which includes 2 foot shoulders on both sides of the bridge. The total length of the bridge is 90 feet.

Other projects in the area:
PI number# M005292 – SR 100 from south of CS813/Rd Hill street/Meriwether to SR 54/Troup-This project by the district maintenance office, is the resurfacing of SR 100 to improve the roadways current low PACES rating of 60.
PI number# 0015691 – Roundabout at the intersection of SR 54 and CR 417/Forest Road
PI number# 0016527 - Replacement project SR 362 at Red Oak Creek 6 miles north east of Greenville.
PI number# 0013600 - Replacement project SR 109 at NS#719349N in Greenville

MPO: N/A - not in an MPO **TIP #:** *N/A*

Congressional District(s): 3

Federal Oversight: ☐PoDI ☒Exempt ☐State Funded ☐Other

Projected Traffic: *ADT or AADT* 24 HR T: 12.0 %
Current Year (2019): 4625 Open Year (2022): 4800 Design Year (2042): 6100
Traffic Projections Performed by: Atkins
Date approved by the GDOT Office of Planning: June 25th,2019

AASHTO Functional Classification (Mainline): *Minor Arterial*

AASHTO Context Classification (Mainline): *Rural*

AASHTO Project Type (Mainline): *Reconstruction*

Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:
Warrants met: ☒None ☐Bicycle ☐Pedestrian ☐Transit

Pavement Evaluation and Recommendations
Initial Pavement Evaluation Summary Report Required? ☒No ☐Yes
Feasible Pavement Alternatives: ☒HMA ☐PCC ☐HMA & PCC

DESIGN AND STRUCTURAL

Description of Proposed Project: The project proposes to replace the bridge on SR 41/Roosevelt Highway over Coleman Creek in Meriwether County, located 4miles south of Luthersville, GA. The total length of the project is approximately 0.34 miles beginning 720 feet south of the existing bridge abutment and ending 960 feet north of the existing bridge abutment. The proposed project consists of constructing a new 140-ft long by 43.08-ft wide bridge over Coleman Creek that will be constructed at the current location along the existing roadway centerline. Traffic will utilize an off-site detour during construction.

Major Structures

Structure	Existing	Proposed
199-0025-0	SR 41/Roosevelt Highway consists of Structure ID 199-0025-0 which is a bridge that consists of three spans of Reinforced Concrete Deck Girders on concrete caps with steel piles and concrete columns. The bridge deck width is 34.3 feet and the bridge roadway curb to curb width is 28.2 feet which includes 2 feet shoulders on both sides of the bridge. The total length of the bridge is 90 feet.	The proposed structure is approx. 140-ft long by 43.08-ft wide. This includes two 12-ft lanes and 8-ft shoulder on both sides of the bridge.

Accelerated Bridge Construction (ABC) techniques anticipated: ☒ No ☐ Yes

The preferred construction alternative for this bridge is to maintain the existing alignment while utilizing an off-site detour. The ADT is 4,800 (2022), and the detour length is 21.3 miles. The proposed structure is anticipated to be a multi-span PSC Beam bridge on pile bents. Staged construction is not feasible due to the narrow width of the existing bridge. Other construction alternatives include a temporary on-site detour, or a permanent realignment of the roadway. Both alternatives would result in increased impacts to environmental sensitive areas and construction costs.

Based on the ADT and detour length, Accelerated Bridge Construction (ABC) was considered. The advantages of ABC include reduced construction time, which in turn results in reduced labor costs, reduced impacts to the public, and increased safety with the reduced time on the construction site. Disadvantages to ABC compared to conventional construction include a net increase in construction costs (sometimes significant), and risks associated with techniques which are unfamiliar with most contractors.

The following is a discussion of some ABC methodologies considered at this site:

- Large-scale full-span ABC utilizing Launch, Slide or Self-Propelled Modular Transports (SPMT) does not appear to be feasible at this site due to limited access on each side of the bridge.
- Moderate-scale methods could be considered such as precast modular units (2-beams and a precast slab), which can be fabricated off-site, place by crane, and connected by HPC pour strips. While this could be achieved at this site, it is not a likely solution as it does carry risks associated with unfamiliarity to contractors, difficulty in achieving proper fit, and it would result in a cost increase (possibly significant) compared to conventional construction.
- Utilization of precast members could be considered at this site. Time savings may be realized by using prefabricated pile bent caps and precast deck slabs, as an alternative to cast-in-place concrete. These precast members are less complicated than the modular units described above. Precast decks have been utilized many times in Georgia as a time-saving method. While utilization of precast members will almost certainly result in a cost increase compared to conventional construction, this cost increase should be weighed against the advantages to ABC (reduced public impacts; increased safety) mentioned above.
- Alternate precast beams per GDOT Bridge Manual Chapter 3.8 appear to be the most likely candidate for ABC due to traffic volumes and anticipated bridge length / width. In accordance with Table 3.8.1-1, Cored Slab and Box Beams are ruled out due to the ADT and Truck Volume. Next

Beams could be considered since the Next Beam span lengths are between 40 ft. to 70 ft. (current span lengths 40-60-40 feet). However, Next Beams are not recommended for use within H-Pile Bents. Concrete Piers would be preferred if Next Beams are to be utilized. This would increase the construction cost and duration.

In summary, ABC in the form of Next Beams could be considered for this bridge. This consideration can occur during the normal development of Preliminary Design to determine if ABC should be utilized in Final Design.

Is the project located on a NHS roadway? ☒ No ☐ Yes

Is the project located on a Special Roadway or Network? ☒ No ☐ Yes *Network Type*

Mainline Design Features: SR 41/Roosevelt Highway

Feature	Existing	Policy	Proposed
Typical Section			
- Number of Lanes	2		2
- **Lane Width(s)**	**12 ft**	**12 ft**	**12 ft**
- **Median Width & Type**	**N/A**	**N/A**	**N/A**
- **Outside Shoulder Width** *(*rural shoulder)*	**2 ft**	**10 ft (4 ft paved)**	**10 ft (4 ft paved)**
- **Outside Shoulder Slope**	**Unknown**	**6%**	**6%**
- **Inside Shoulder Width**	**N/A**	**N/A**	**N/A**
- **Sidewalks**	**N/A**	**N/A**	**N/A**
- Auxiliary Lanes	**N/A**		**N/A**
- **Bike Accommodations**	**N/A**	**N/A**	**N/A**
Posted Speed	55 MPH		55 MPH
Design Speed	**Unknown**	**55 MPH**	**55MPH**
Minimum Horizontal Curve Radius	**1890 ft**	**1060 ft**	**1890 ft**
Maximum Superelevation Rate	**Unknown**	**6%**	**5%**
Maximum Grade	**Unknown**	**5%**	**5%**
Access Control	By Permit	By Permit	By Permit
Design Vehicle	N/A		WB-67
Pavement Type	Asphalt		Asphalt

**According to current GDOT design policy if applicable*

Design Exceptions/Design Variances to GDOT and/or FHWA Controlling Criteria anticipated: None

Design Variances to GDOT Standard Criteria anticipated: None

Lighting required: ☒ No ☐ Yes

Off-site Detours Anticipated: ☐ No ☐ Undetermined ☒ Yes

If yes: Roadway type to be closed: ☐ Local Road ☒ State Route

Detour Route selected: ☐ Local Road ☒ State Route

District Concurrence w/Detour Route: ☒ No/Pending ☐ Received *Select a date*

Transportation Management Plan [TMP] Required: ☐ No ☒ Yes

If Yes: Project classified as: ☒ Non-Significant

TMP Components Anticipated: ☒ TTC

INTERCHANGES AND INTERSECTIONS

Interchanges/Major Intersections: None

Intersection Control Evaluation (ICE) Required: ☒ No ☐ Yes

UTILITY AND PROPERTY

Railroad Involvement: None

Utility Involvements:

Electricity	
Gas	
Sewer	
Telecommunications	AT&T
Electric	

SUE Required: ☒ No ☐Yes

Public Interest Determination Policy and Procedure recommended? ☒ No ☐ Yes

Right-of-Way (ROW): Existing width: 120 ft. Proposed width: 120 - 145 ft.

Required Right-of-Way anticipated: ☐None ☒Yes ☐Undetermined

Easements anticipated: ☒None ☐Temporary ☐Permanent * ☐Utility ☐Other

** Permanent easements will include the right to place utilities.*

Anticipated total number of impacted parcels:		4
Displacements anticipated:	Businesses:	0
	Residences:	0
	Other:	0
	Total Displacements:	0

Location and Design approval: ☐ Not Required ☒ Required
Impacts to USACE property anticipated? ☒ No ☐ Yes ☐ Undetermined

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: None anticipated

Context Sensitive Solutions Proposed: None anticipated

ENVIRONMENTAL AND PERMITS

Anticipated Environmental Document: NEPA ~ CE

Level of Environmental Analysis:

☒ The environmental considerations noted below are based on preliminary desktop or screening level environmental analysis and are subject to revision after the completion of resource identification, delineation, and agency concurrence.

☐ The environmental considerations noted below are based on the completion of resource identification, delineation, and agency concurrence.

Water Quality Requirements:
MS4 Compliance – Is the project located in an MS4 area? ☒ No ☐ Yes

Is Non-MS4 water quality mitigation anticipated? ☒ No ☐ Yes

Environmental Permits, Variances, Commitments, and Coordination anticipated:
The proposed project would require a Section 404 Permit and Buffer Variance if construction were to impact Coleman Creek and its buffer.

NEPA/GEPA Comments & Information:
NEPA: The anticipated environmental document for the proposed project is a Categorical Exclusion. Should the project require a transportation use from a nearby Section 4(f) resource, a Section 4(f) Evaluation would be required.

Ecology: An Ecology report has not been prepared. Early Coodrination with the Georgia Department of Natural Resources and US Fish and Wildlife Service is underway. A field survey will commence following this coordination. A Section 404 permit could be required if the Creek is affected by the replacement of the proposed bridge.

History: A History report has not yet been prepared. A desktop survey identified no properties greater than fifty years of age within the project area. A field survey will be needed to determine if any properties are considered eligible and if there are additional historic resources along the project corridor.

Archaeology: An Archaeology report has not yet been prepared. A desktop survey did identify one previously recorded archaeological site northwest of the stream crossing and no cemeteries in the project area. A field survey will determine if additional archaeological resources exist along the project corridor.

Noise: Noise studies have not been prepared. A Type III assessment is anticipated. However, a Type I assessment would be required if the bridge alignment is significantly altered vertically or horizontally.

Public Involvement: Early coordination letters have been prepared and sent to State and Federal stakeholders during the concept phase. A public detour open house would be held if the preferred alternative proposes the use of an off-site detour.

Air Quality:
Is the project located in an Ozone Non-attainment area? ☒ No ☐ Yes
Carbon Monoxide hotspot analysis required? ☒ No ☐ Yes

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Is Federal Aviation Administration (FAA) coordination anticipated? ☒ No ☐ Yes

Project Meetings:
Project Kickoff Meeting – March 6th, 2019
Concept Team Meeting – July 30th, 2019

Other coordination to date:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Atkins
Design	Atkins
Right-of-Way Acquisition	GDOT – District 3 R/W
Utility Coordination (Preconstruction)	GDOT – District 3
Utility Relocation (Construction)	Utility Owners
Letting to Contract	GDOT – Bidding Administration
Construction Supervision	GDOT – District 3 Construction
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	Atkins
Environmental Mitigation	Atkins
Construction Inspection & Materials Testing	GDOT - OMAT

Project Cost Estimate Summary and Funding Responsibilities:

	PE Activities		ROW	Reimbursable Utilities	CST*	Total Cost
	PE Funding	Section 404 Mitigation				
Funded By:	GDOT	GDOT	GDOT	GDOT	GDOT	
Estimated Amount:	$600,000	$4,858	$113,000	$0	$1,956,275.92	$2,674,133.92
Date of Estimate:	05/03/2019	06/10/2019	06/21/2019	8/21/2019	10/22/2019	

*CST Cost includes: Construction, Engineering and Inspection, Contingencies and Liquid AC Cost Adjustment.

ALTERNATIVES DISCUSSION

Preferred Alternative: *Construct new bridge on existing alignment using an off-site detour.*			
Estimated Property Impacts:	**4 Parcels**	**Estimated Total Cost:**	**$2,674,133.92**
Estimated ROW Cost:	**$113,000**	**Estimated CST Time:**	**12 months**
Rationale: *This alternate provides the lowest construction cost. All properties will still be accessible during the project duration.*			

No-Build Alternative: *Retain existing bridge*			
Estimated Property Impacts:	**None**	**Estimated Total Cost:**	**$0**
Estimated ROW Cost:	**$0**	**Estimated CST Time:**	**None**
Rationale: *This alternative would not meet the project justification as the structural integrity of the bridge is insufficient and the design vehicle used for the existing bridge is below the current standards.*			

Alternative 1 : *On-site detour - Offset alignment approximately 50 feet east of the existing roadway centerline, to allow for Detour bridge while constructing the new bridge approximately 140 feet long by 43.08 feet wide over Coleman Creek.*			
Estimated Property Impacts:	**4 Parcels**	**Estimated Total Cost:**	**$3,611,373.72**
Estimated ROW Cost:	**$121,000**	**Estimated CST Time:**	**24 Months**
Rationale: *Limited benefits for maintaining traffic does not justify increased construction and ROW costs.*			

Alternative 2: *Permanent realignment of SR 41 by constructing a new bridge approximately 140 feet long by 43.08 feet wide over Coleman Creek which is at an offset approximately 50 feet east of the existing roadway centerline while maintaining traffic on the existing bridge during construction.*			
Estimated Property Impacts:	**3 Parcels**	**Estimated Total Cost:**	**3,330,715.13**
Estimated ROW Cost:	**$89,000**	**Estimated CST Time:**	**24 Months**
Rationale: *Limited benefits for maintaining traffic does not justify increased construction costs.*			

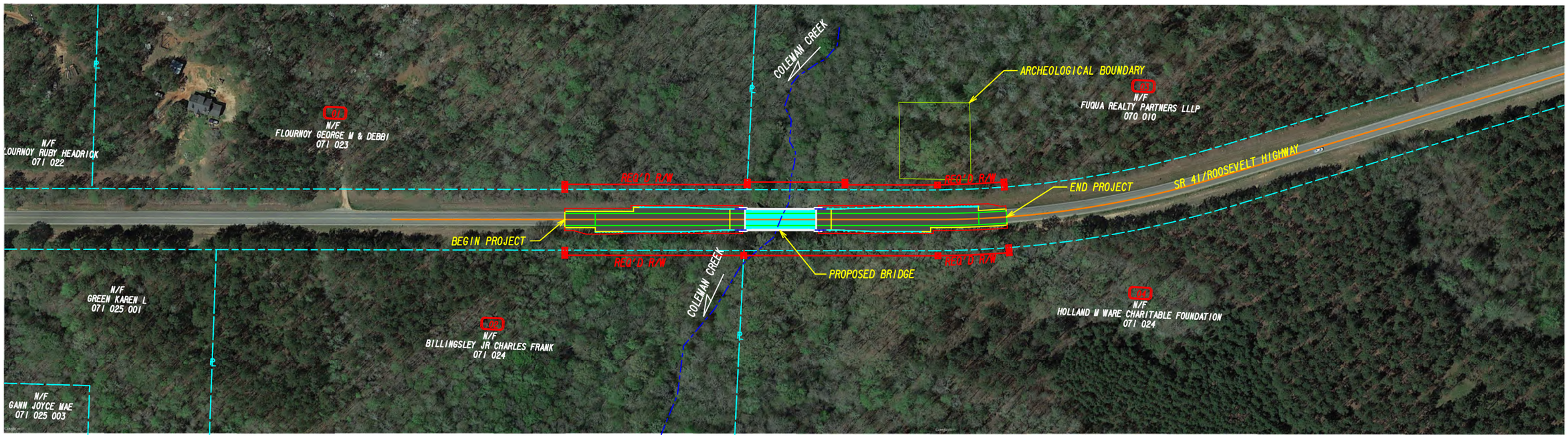
Additional Comments/ Information:

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout and Typical sections – Preferred Alternative
2. Detailed Cost Estimates:
    a. Construction including Engineering and Inspection and Contingencies
    b. Revisions to Programmed Costs forms, & Liquid AC Cost Adjustment forms
    c. Right-of-Way
    d. Concept Utility Report and Cost Estimate
    e. Section 404 mitigation cost memo
3. Bridge Inventory Data
4. Project Detour Map
5. Traffic Assignment Memo
6. Meeting Minutes

Attachment 1

Concept Layout & Typical Sections



EXISTING INFORMATION

- PROPERTY LINE
- RIVERS / CREEKS

PROPOSED INFORMATION

- DRIVEWAY
- NEW BRIDGE
- NEW PAVEMENT
- PERMANENT. ESMT.
- CENTERLINE
- RIGHT-OF-WAY

ATKINS

SCALE IN FEET
0 100 200 400

REVISION DATES

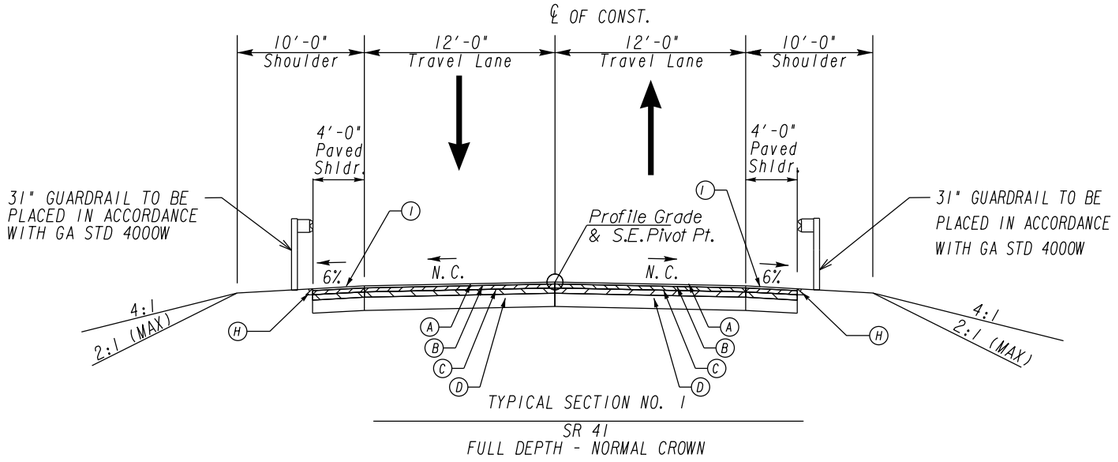
CONSTRUCTION PLAN

SR 41 @ COLEMAN CREEK

PREF ALT. - BRIDGE REPLACEMENT W/ ROAD CLOSURE & OFF-SITE DETOUR

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		13-0001
CORRECTED:		DATE:		
VERIFIED:		DATE:		

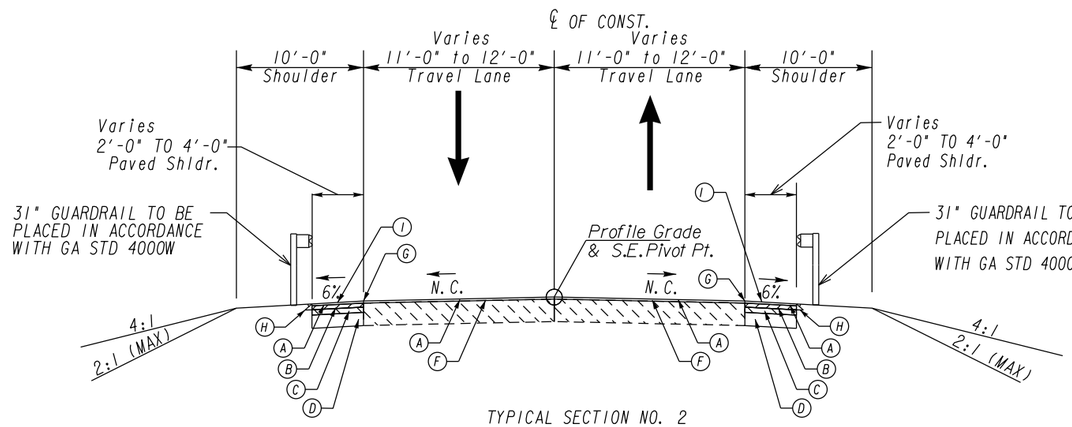
4/23/2020 GRIEDG



TYPICAL SECTION NO. 1

SR 41

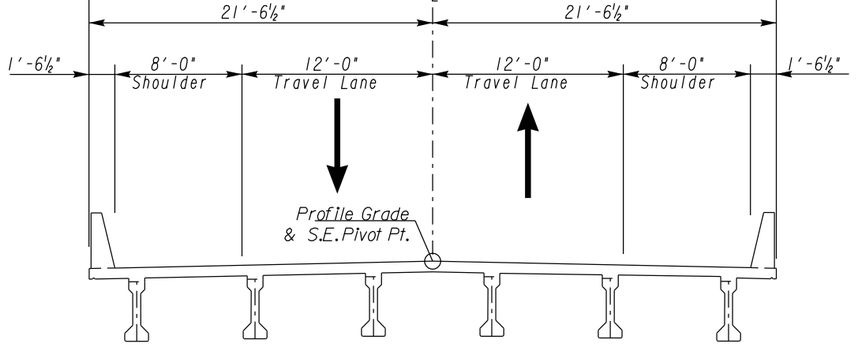
FULL DEPTH - NORMAL CROWN



TYPICAL SECTION NO. 2

SR 41

MILL AND OVERLAY- NORMAL CROWN



TYPICAL SECTION NO. 3

BRIDGE TYPICAL SECTION

PAVEMENT MATERIAL SCHEDULE	
(A)	RECYCLED ASPH. CONC. 9.5 mm SUPERPAVE, TYPE II, BLEND 1, INCL. BITUM MAT'L & H LIME, 135 LBS./SY
(B)	RECYCLED ASPH. CONC. 19 mm SUPERPAVE, GP 1 OR GP 2, INCL. BITUM MAT'L & H LIME, 220 LBS./SY
(C)	RECYCLED ASPH. CONC. 25 mm SUPERPAVE, GP 1 OR GP 2, INCL. BITUM MAT'L & H LIME, 660 LBS./SY
(D)	GRADED AGGREGATE BASE COURSE, 10"
(E)	RECYCLED ASPH. CONC. LEVELING, INCL. BITUM. MAT'L & H LIME
(F)	MILL ASPH CONC PVMT, 1 1/4" DEPTH
(G)	PVMT REINF FABRIC STRIPS, TP 2, 18 IN WIDTH
(H)	PAVEMENT EDGE TREATMENT SEE GA DETAIL P-7 FOR DETAILS
(I)	SKIP SHOULDER RUMBLE STRIP SEE GA DETAILS T-23B AND T-25

NOTES
1: SEE ROADWAY PLANS FOR SUPERELEVATION RATES & TRANSITIONS
2: SEE GDOT DETAIL S-4 FOR SHOULDER PAVING AT GUARDRAIL

ATKINS
Member of the SNC-Lavalin Group
1600 RiverEdge Parkway, NW
Suite 700
Atlanta, GA 30328
Tel: (770)933-0280
Fax: (770)933-1920

SCALE: N.T.S.

REVISION DATES

TYPICAL SECTIONS

SR 41 AT COLEMAN CREEK
PREF ALT. - BRIDGE REPLACEMNT W/
ROAD CLOSURE & OFF-SITE DETOUR

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		05-0001
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

Attachment 2

Cost Estimates

Detailed Cost Estimate

PI#0015558 - Off-Site Detour

Replacement of SR 41 Bridge over Coleman Creek in Meriwether County (located 4 miles S of Luthervsville)

October 21, 2019

ROADWAY ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	$50,000.00	TRAFFIC CONTROL - 0015558	$50,000.00
153-1300	1	EA	$100,775.26	FIELD ENGINEERS OFFICE TP 3	$100,775.26
210-0100	1	LS	$250,000.00	GRADING COMPLETE -0015558	$250,000.00
310-1101	1725	TN	$37.27	GR AGGR BASE CRS, INCL MATL	$64,290.91
402-3103	224	TN	$127.09	RECYCLED ASPH CONC 9.5 MM SUPERPAVE, TYPE II, GP 2 ONLY, INCL BITUM MATL & H LIME	$28,468.59
402-3121	990	TN	$102.71	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	$101,678.60
402-3190	330	TN	$110.54	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2,INCL BITUM MATL & H LIME	$36,476.83
413-0750	542	GL	$3.83	TACK COAT	$2,075.86
432-0205	150	SY	$1.63	MILL ASPH CONC PVMT, 1 1/4 IN DEPTH	$244.03
446-1100	100	LF	$12.34	PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH	$1,234.42
456-2015	0.35	GLM	$8,674.51	INDENTATION RUMBLE STRIPS - GROUND-IN-PLACE (SKIP)	$3,036.08
632-0003	2	EA	$7,524.62	CHANGEABLE MESSAGE SIGN, PORTABLE, TYPE 3	$15,049.24
634-1200	15	EA	$137.19	RIGHT OF WAY MARKERS	$2,057.81
641-1100	100	LF	$78.47	GUARDRAIL, TP T	$7,847.20
641-1200	850	LF	$23.07	GUARDRAIL, TP W	$19,608.67
641-5001	2	EA	$1,268.42	GUARDRAIL ANCHORAGE, TP 1	$2,536.84
641-5015	2	EA	$1,268.42	GUARDRAIL TERMINAL, TP 12A, 31 IN, TANGENT, ENERGY-ABSORBING	$2,536.84
				Subtotal:	**$687,917.17**

BRIDGE REPLACEMENT

Item Number	Quantity	Units	Unit Price	Item Description	Cost
433-1000	280	SY	$202.08	REINF CONC APPROACH SLAB	$56,581.56
540-1102	1	LS	$138,915.00	REMOVAL OF EXISTING BR, BR NO -199-0025-0	$138,915.00
543-9000	1	LS	$603,120.00	CONSTR OF BRIDGE COMPLETE	$603,120.00
				Subtotal:	**$798,616.56**

TEMPORARY EROSION CONTROL

163-0232	2	AC	$527.75	TEMPORARY GRASSING	$1,055.50
163-0240	75	LS	$293.25	MULCH 001558	$21,993.55
163-0300	2	EA	$1,888.12	CONSTRUCTION EXIT	$3,776.24
165-0030	3000	LF	$0.73	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	$2,183.73
165-0101	2	EA	$774.96	MAINTENANCE OF CONSTRUCTION EXIT	$1,549.91
167-1000	4	EA	$247.33	WATER QUALITY MONITORING AND SAMPLING	$989.30
167-1500	12	MO	$564.15	WATER QUALITY INSPECTIONS	$6,769.80
171-0030	6000	LF	$3.71	TEMPORARY SILT FENCE, TYPE C	$22,260.06

PERMANENT EROSION CONTROL

603-2024	50	SY	$70.78	STN DUMPED RIP RAP, TP 1, 24 IN	$3,539.12
700-6910	4	AC	$1,136.46	PERMANENT GRASSING	$4,545.83
700-7000	8	TN	$246.37	AGRICULTURAL LIME	$1,970.96
700-8000	2	TN	$676.69	FERTILIZER MIXED GRADE	$1,624.06
700-8100	200	LB	$4.07	FERTILIZER NITROGEN CONTENT	$813.40
716-2000	3000	SY	$1.41	EROSION CONTROL MATS, SLOPES	$4,243.80
				Subtotal:	**$77,315.26**

DRAINAGE

441-0301	2	LS	$2,990.87	CONC SPILLWAY, TP 1	$5,981.74
500-3900	1	CY	$780.00	CLASS B CONCRETE, INCL REINF STEEL	$780.00
550-1180	100	LF	$81.19	STORM DRAIN PIPE, 18 IN, H 1-10	$8,119.15
603-2181	200	SY	$51.74	STN DUMPED RIP RAP, TP 3, 18 IN	$10,347.43
603-7000	250	SY	$4.55	PLASTIC FILTER FABRIC	$1,136.76
				Subtotal:	**$26,365.08**

SIGNING & MARKING

636-1033	6	SF	$21.05	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	$126.28
636-1036	6	SF	$20.50	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 11	$123.00
636-2070	26	LS	$10.80	GALV STEEL POSTS, TP 7 001558	$280.68
653-1501	2270	LF	$0.94	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	$2,126.29
653-1502	2270	LF	$0.89	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	$2,014.10
657-1085	300	LF	$7.70	PREFORMED PLASTIC SOLID PVMT MKG, 8 IN, CONTRAST (BLACK-WHITE), TP PB	$2,310.47
657-6085	300	LF	$7.58	PREFORMED PLASTIC SOLID PVMT MKG, 8 IN, CONTRAST (BLACK-YELLOW), TP PB	$2,275.36
654-1001	56	EA	$5.76	RAISED PVMT MARKERS TP 1	$322.30
				Subtotal:	**$9,578.48**

Construction Cost **$1,599,792.55**

Georgia Department of Transportation

Interoffice Memo

FILE

PI NUMBER	0015558 - Off-site Detour	PROJECT DESCRIPTION	Bridge replacement on SR 41 over Coleman Creek
OFFICE	Office of Program Delivery		
DATE	Tuesday, October 22, 2019		

From: Albert V. Shelby, III state Program Delivery Administrator

To: Erik Rohde, P.E., State Project Review Engineer
via email Mailbox: CostEstimatesandUpdates@dot.ga.gov

Subject: **REVISIONS TO PROGRAMMED COSTS**

Project Manager:	Jonathan Barnett
Management Let Date:	5/15/2022
Managment Right of Way Date:	

Summary of Programmed Costs and Proposed Revised Costs:

Estimate Type	Programmed Costs (T-Pro Without Inflation)	Last Estimate Date	Revised Cost Estimate
CONSTRUCTION	$2,000,000.00		$1,956,275.92
RIGHT OF WAY	$250,000.00		$113,000.00
UTILITIES	$50,000.00		

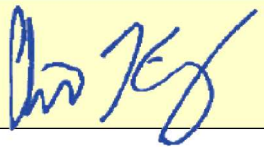
Explanation for Cost Increase and Contingency Justification:

Attachments:

Georgia Department of Transportation

Interoffice Memo

Design Phase Leader Validation of Final QC/QA for Construction Cost Estimate Used In This Revision to Programmed Costs:

Consultant Company or GDOT Design Office:	Atkins Engineering
Printed Name:	Charles C King
Title:	Project Manager
Signature:	
Date:	10/22/2019

Georgia Department of Transportation

Interoffice Memo

Cost Estimate Worksheet:

CONSTRUCTION COST ESTIMATE (Required base estimate entered from CES and should not include E&I). →	**A**	$ 1,599,792.55
ENGINEERING AND INSPECTION (The default E&I percentage is 5.0%, but may be adjusted per project scope.) →	**D**	$ 79,989.63

Construction Cost	E&I Percentage	E&I Cost
B	C	D = B x C
$ 1,599,792.55	5%	$ 79,989.63

CONTINGENCY (Refer to the Risk and Contingencies Table included in GDOT Policy 3A-9 Cost Estimating Purpose) →	**I**	$ 251,967.33

Construction Cost	E&I Cost	Construction + E&I	Contingency Percentage	Contingency Cost
E	F	G = E + F	H	I = G x H
$ 1,599,792.55	$ 79,989.63	$ 1,679,782.18	15%	$ 251,967.33

ASPHALT FUEL PRICE ADJUSTMENT (Leave blank if not applicable) →	**Q**	$ 24,526.42

Date	Oct 2019
Regular Unleaded	$2.536/ GAL
Diesel	$2.952/ GAL
Liquid AC	$514.00/ TON

Current Asphalt Fuel Index Prices can be found at the link below:

http://www.dot.ga.gov/PS/Materials/AsphaltFuelIndex

		Tons	Percentage of Asphaltic Concrete	Tons of Asphaltic Concrete	Total Monthly Tonnage of Asphalt Cement (TMT)	Monthly Asphalt Cement Price month project let (APL)	Max. Cap	Monthly Asphalt Cement Price month placed (APM)	Price Adjustment (PA)
Liquid AC					M = Sum of Columns L, T & W				Q = [((P - N) / N)] x M x N
	Description	J	K	L = J x K		N	O	P = (N x O)+N	
	Leveling				79.53 TN	$514.00/ TON	60%	$ 822.40	$ 24,526.42
	9.5 mm SP	224.00 TN	5.00%	11.20 TN					
	12.5 OGFC								
	12.5 PEM								
	12.5 mm SP								
	19 mm SP	330.00 TN	5.00%	16.50 TN					
	25 mm SP	990.00 TN	5.00%	49.50 TN					
Bituminous Tack Coat		Tack Coat	GL/TN	Tons					
	Description	R	S	T = R/S					
	Tack Coat	542.00 GL	232.8234 GL/TN	2.33 TN					
Bituminous Tack Coat (Surface Treatment)		SY	GL/SY	TN					
	Description	U	V	W = (U x V) / (232.8234 GL/TN)					
	Single Surface Treatment		0.20 Gl/SY						
	Double Surface Treatment		0.44 Gl/SY						
	Triple Surface Treatment		0.71 Gl/SY						

CONSTRUCTION TOTAL COST →	**X = A+D+I+Q**	$ 1,956,275.92
RIGHT OF WAY COST →	**Y**	$ 113,000.00
UTILITIES COST (Provided by Utility Office) →	**Z = Sum of Reimbursable Costs**	$ -

Utility Owner	Reimbursable Cost	Utility Owner	Reimbursable Cost
AT&T	$ -		

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 6/21/2019
Revised:

Project: SR 41 at Coleman Creek
County: Meriwether
PI: 15558

Description: Bridge Replacement With Off-Site Detour
Project Termini: SR41 at Coleman Creek

Existing ROW: Varies
Parcels: 4
Required ROW: Varies

Land and Improvements		$5,650.05
Proximity Damage	*$0.00*	
Consequential Damage	*$0.00*	
Cost to Cures	*$0.00*	
Trade Fixtures	*$0.00*	
Improvements	*$2,000.00*	
Valuation Services		$17,500.00
Legal Services		$40,200.00
Relocation		$12,000.00
Demolition		$1,500.00
Administrative		$35,500.00
TOTAL ESTIMATED COSTS		$112,350.05
TOTAL ESTIMATED COSTS (ROUNDED)		***$113,000.00***

Prepared By: John A. Albrycht (Print Name) John A. Albrycht (Signature) 6/21/19 (Date)

Cost Estimation Supervisor : _____
Print Name Signature Date

NOTE: Superviser is only attesting that the estimate was completed using the correct information provided for the the project. The Supervisor is not attesting to property values or the accuracy of the market value estimations provided in this report. No Market Appreciation is included in this Preliminary Cost Estimate.

Comments:

Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet

Project/County/PI SR 41 at Coleman Creek Meriwether 15558

		A	B	C	D
	Land and Improvements	**Agriculture**	**Residential**	**Commercial**	**Industrial**
1	Estimate Low (ac)	$1,600.00	$2,400.00	$0.00	$0.00
2	Estimate High (ac)	$3,750.00	$6,200.00	$0.00	$0.00
3	Estimate Used (ac)	$3,000.00	$6,000.00	$0.00	$0.00
4	Fee Simple Area (ac)	0.26	0.16	0.00	0.00
5	Fee Simple Estimate	$783.90	$982.80	$0.00	$0.00
6	Perm Esmt Area (ac)	0.00	0.00	0.07	0.00
7	Perm Esmt Factor	75%	75%	75%	75%
8	Perm Esmt Estimate	$0.00	$0.00	$0.00	$0.00
9	Temp Esmt Area (ac)	0.00	0.00	0.04	0.00
10	Temp East Factor	40%	40%	40%	40%
11	Temp Esmt Estimate	$0.00	$0.00	$0.00	$0.00
12	Proximity Damages	$0.00	$0.00	$0.00	$0.00
13	Consequential Damages	$0.00	$0.00	$0.00	$0.00
14	Cost to Cures	$0.00	$0.00	$0.00	$0.00
15	Improvements	$0.00	$2,000.00	$0.00	$0.00
16	Trade Fixtures	$0.00	$0.00	$0.00	$0.00
17					
18	PROPERTY TYPE TOTALS	$783.90	$2,982.80	$0.00	$0.00
19			SUB TOTAL PROPERTY TYPES		$3,766.70
20			Counter Offers and Condemnation Increases		$1,883.35
21					
22			**GRAND TOTAL LANDS AND IMPROVEMENTS**		$5,650.05

Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet

Project/County/PI SR 41 at Coleman Creek Meriwether 15558

		A	B	C	D
	Valuation Services	**Agriculture**	**Residential**	**Commercial**	**Industrial**
1	Appraisals (# of Parcels)	2	2	0	0
2	Estimated Fees (per Parcel)	$3,000.00	$3,500.00	$5,000.00	$5,000.00
3	TOTAL APPRAISALS	$6,000.00	$7,000.00	$0.00	$0.00
4	Sign Estimates	0	1	0	0
5	Estimated Fees	$1,000.00	$1,000.00	$1,000.00	$1,000.00
6	TOTAL SIGN ESTIMATES	$0.00	$1,000.00	$0.00	$0.00
7	Specialty Reports	0	0	0	0
8	Estimated Fees	$2,500.00	$2,500.00	$2,500.00	$2,500.00
9	TOTAL SPECIALTY REPORTS	$0.00	$0.00	$0.00	$0.00
10	Septic/Well Reports	0	0	0	0
11	Estimated Fees	$2,500.00	$2,500.00	$2,500.00	$2,500.00
12	TOTAL SEPTIC/WELL REPORTS	$0.00	$0.00	$0.00	$0.00
13					
14					
15					
16	TOTAL VALUATION FEES	$6,000.00	$8,000.00	$0.00	$0.00
17			SUB TOTAL VALUATION SERVICES		$14,000.00
18			Updates and Incidentals (Min $2,500 or 25%)		$3,500.00
19			**GRAND TOTAL VALUATION SERVICES**		$17,500.00

Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet

Project/County/PI SR 41 at Coleman Creek Meriwether 15558

		A	B	C	D
	Legal Services	**Parcels**	**Estimated Fees**		**TOTALS**
1	Meeting with Attorney	4	$125.00		$500.00
2	Preliminary Titles	4	$200.00		$800.00
3	Closing and Final Title	4	$300.00		$1,200.00
4	Recording Fees	4	$50.00		$200.00
5	Condemnation Filing	1	$5,000.00		$5,000.00
6	Litigation Costs	1	$25,000.00		$25,000.00
7	Updates and Incidentials	1	$7,500.00		$7,500.00
8					
9					
10					
11					
12					
13					
14					
15					
16					
17			**GRAND TOTAL LEGAL SERVICES**		$40,200.00

Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet

Project/County/PI SR 41 at Coleman Creek Meriwether 15558

		A	B	C	D
	Relocation	**Displacements**	**Estimated Costs**		**TOTALS**
1	Business Displacement	0	$30,000.00		$0.00
2	Residential Tenant	0	$35,000.00		$0.00
3	Residential Owner	0	$55,000.00		$0.00
4	Pro-Rata Taxes	4	$1,500.00		$6,000.00
5	Property Pin Replacement	4	$1,500.00		$6,000.00
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17			**GRAND TOTAL RELOCATION**		$12,000.00

Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet

Project/County/PI SR 41 at Coleman Creek Meriwether 15558

		A	B	C	D
	Demolition	**Items/Improvements**	**Estimated Costs**		**TOTALS**
1	Residential Structures	0	$15,000.00		$0.00
2	Commercial Structures	0	$25,000.00		$0.00
3	Hotels/Apartments	0	$60,000.00		$0.00
4	UST's - Dispensers	0	$50,000.00		$0.00
5	Billboards	0	$8,000.00		$0.00
6	Signs - Light Standards	1	$1,500.00		$1,500.00
7	Water Vaults		$15,000.00		$0.00
8	Gas/Water Service Separation		$2,500.00		$0.00
9					
10					
11					
12					
13					
14					
15					
16					
17			**GRAND TOTAL DEMOLITION**		$1,500.00

Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet

Project/County/PI SR 41 at Coleman Creek Meriwether 15558

		A	B	C	D
	Administrative	**Parcels**	**Man hours per Parcel**		**TOTALS**
1	Pre-Acquisition	4	40		$8,000.00
2	Acquisition	4	100		$20,000.00
3	Relocation	0	50		$0.00
4	Administrative Appeals	1	50		$2,500.00
5	Post-Acquisition	1	100		$5,000.00
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17			**GRAND TOTAL INHOUSE**		$35,500.00

Original Version: May 24, 2013
Revision: Feb. April 5, 2018

Concept Utility Report

Project Number: Click here to enter text.

District: 3

County: Meriwether

Prepared by: Greg Cromer

P.I. # 0015558

Date: 7/24/2019

Project Description: SR41 @ Coleman Creek 4 Miles S of Luthersville

The information provided herein has been gathered from Georgia811and/or field visits and serves as an estimate. Nothing contained in this report is to be used as a substitute for 1st Submission or SUE.

Are SUE services recommended? No

Level: ☐A ☐B ☐C ☒D

Public Interest Determination (PID):

☐Automatic ☐Mandatory ☐Consideration ☐No Use ☒Exempt

Is a separate utility funding phase recommended? No

Potential Project (Schedule/Budget) Impacts: Click here to enter text.

Capital Improvement Projects (Utilities) Anticipated in the Area: Click here to enter text.

Project Specific Recommendations for Avoidance/Mitigation: Click here to enter text.

Right of Way Coordination: Click here to enter text.

Environmental Coordination: Click here to enter text.

Additional Remarks: AT&T has a conduit attached to the bridge.

Original Version: May 24, 2013
Revision: Feb. March 8, 2018

Utilities have facilities within the project limits.

Utilities have been identified using Georgia811 and/or field visits.

Facility Owner	**Existing Facilities/ Appurtenances**	**General Description of Location**	**Facilities to Avoid** *approx. limits*	**Facilities Retention Recommended** *approx. limits*	**Comments**
AT&T	Aerial and Buried	Copper attached to bridge, Fiber on pole line	Click here to enter text.	Click here to enter text.	Click here to enter text.

Note: *To add additional rows, click the bottom right corner of the box above, then click the blue* + *that will appear. Please add additional rows prior to entering text.*

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE

Project No:
County **Meriwether**
P.I. # **0015558**

Office: **D3 Utilities**
Date: **8/21/19**

Description: ***SR41@Coleman Creek 4 miles S. of Luthersville***

FROM Scott K. Parker, District Utilities Manager

TO Johnathan Barnett, Project Manager

SUBJECT **PRELIMINARY UTILITY COST ESTIMATE**

A review of utilities located on the above referenced project has been conducted with Concept Layout plans.. Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost.

Utility Owner	Reimbursable	Non-Reimbursable	Estimate Based on
AT&T	**$0.00**	**48500.00**	**Site Visit / Available Drawings**
	$0.00	**$0.00**	
	$0.00	**$0.00**	
	$0.00	**$0.00**	
	$0.00	**$0.00**	
	$0.00	**$0.00**	
	$0.00	**$0.00**	
	$0.00	**$0.00**	
	$0.00	**$0.00**	
	$0.00	**$0.00**	
	$0.00	**$0.00**	
Total 0.00%	**$ 0.00**	**$48,500.00**	
Department Responsibility 100.00%	**$ 0.00**	**$48,500.00**	
Local Sponsor Responsibility 0.00%	**$ 0.00**	**$ 0.00**	**PFA Dated N/A with N/A**

** Indicates Potential Utility Aid Request from Local Gov't

Estimate is based on the best available information at the current stage, unforeseen prior rights information may be provided by the Utility Company at a later date that could cause some non-reimbursable costs to shift to the reimbursable cost column.

delete if not needed

If additional information is needed, please contact Greg Cromer at 706-646-7604.

cc: Yulonda Pride-Foster, State Utilities Preconstruction Manager
Patrick Allen, State Utilities Administrator
Adam Smith, District Preconstruction Engineer

Memo

To:	Chris King		
From:	Josh Jamell	**Email:**	Josh.jamell@atkinsglobal.com
Phone:	678-247-2401	**Date:**	6-10-19
Subject:	PI 0015558 Mitigation Credit Cost Estimates		

Wetland and stream impacts, and mitigation were estimated based on the required and temporary ROW needed for the off-site detour, on-site detour, and permanent realignment alternatives using the USACE 2018 Standard Operating Procedures (SOP). Impacts were estimated based on the "worst case scenario" for each of the alternatives, which includes assuming the entire feature (stream/wetland) within required or temporary easement would be impacted (filled). In addition, it was assumed that all resources were considered high quality.

The project is located within HUC8: 03130005, Upper Flint River in Meriwether County. The cost was estimated using the 2018 USACE SOP worksheets and GDOT estimated costs for mitigation credits (January 2019). Costs are summarized in Table 1.

Because this estimation is based on a "worst case scenario", it is expected that when plans are developed, the actual impacts and associated mitigation costs will decrease from this estimation.

Table 1. Summary of Impacts and Mitigation

Alternative	**Stream Length of Impact (L.F.)**	**2018 Credits**	**Cost ($17/credit)**
Off-site detour	194	194	$3,298
On-site detour	249	249	$4,233
Permanent re-alignment	134	134	$2,278
Alternative	**Wetland Acres of Impact (ac.)**	**2018 Credits**	**Cost ($6,000/credit)**
Off-site detour	0.26	0.26	$1,560
On-site detour	0.66	0.66	$3,960
Permanent re-alignment	0.53	0.53	$3,180

The total cost for the Off-site detour alternative is $4,858; for On-site detour alternative the estimated cost is $8,193; and, the cost for Permanent re-alignment alternative is $5,458.

Attachment 3

Bridge Inventory Data

Georgia Department of Transportation
Bridge Inventory Data Listing

Processed Date:Apr-09-2019 14:16:02 PM

Parameters: Bridge Serial Number

Bridge Serial Number: 199-0025-0 **County: Meriwether** **SUFF. RATING: 64.5**

Location & Geography

Structure ID:	199-0025-0						
200 Bridge Information:	06						
*6 Feature Intersected:	COLEMAN CREEK						
*7A Route Number Carried:	SR00041						
*7B Facility Carried:	US 27 ALT./ SR. 41						
9 Location:	4 MI S OF LUTHERSVILLE						
2 GDOT District:	4841300000 - D3 District Three Thomaston						
*91 Inspection Frequency:	24	Date:	Mar-20-2018				
92A Fracture Critical Insp. Freq:	0	Date:	Feb-01-1901				
92B Underwater Insp Freq:	60	Date:	Jul-26-2016				
92C Other Spc. Insp Freq:	0	Date:	Feb-01-1901				
* 4 Place Code:	00000						
*5A Inventory Route(O/U):	1						
5B Route Type:	2 - U.S. Numbered						
5C Service Designation:	2- Alternate						
5D Route Number:	00027						
5E Directional Suffix:	0. Not applicable						
*16 Latitude:	33 - 9.4050						
*17 Longtitude:	84 - 44.0544						
98A Border Bridge:	0		98B: GA%	00			
99 ID Number:	000000000000000						
*100 STRAHNET:	0- The Feature is not a STRAHNET route.						
12 Base Highway Network:	Yes						
13A LRS Inventory Route:	1991004100						
13B Sub Inventory Route:	0						
101 Parallel Structure:	N. No parallel structure exists						
*102 Direction of Traffic:	2- Two Way						
*264 Road Inventory Mile Post:	25.36						
*208 Inspection Area:	Area 03						
*104 Highway System:	0- Inventory Route is not on the NHS						
*26 Functional Classification:	6- Rural - Minor Arterial						
*204A Federal Route Type:	F - Primary.						
*204B Federal Route Number:	01591						
105 Federal Lands Highway:	0. Not applicable						
*110 Truck Route:	0- The Feature is not part of the National Network for Trucks						
217 Benchmark Elevation:	0000.00						
* Location ID No:	199-00041D-025.71N						

218 Datum:	0- Not Applicable
*19 Bypass Length:	6
*20 Toll:	3- On a Free Road or Non-Highway
*21 Maintenance Responsibility:	01-State Highway Agency.
*22 Owner:	01-State Highway Agency.
*31 Design Load:	2- H 15
37 Historical Significance:	5- Not eligible for the National Register of Historic Places
205 Congressional District:	003
27 Year Constructed:	1927
106 Year Reconstructed:	1960
33 Bridge Median:	0-None
34 Skew:	0
35 Structure Flared:	No
38 Navigation Control:	0- Navigation is not controlled by an Agency
213 Special Steel Design:	0- Not applicable or other
267A Type Paint Super Structure:	3- Epoxy Mastic. Year : 0000
267B Type Paint Sub Structure:	3- Epoxy Mastic Year : 1960
*42A Type of Service On:	1-Highway
*42B Type of Service Under:	5-Waterway
214A Movable Bridge:	0
214B Operator on Duty:	0
203 Type Bridge:	O - Multiple combinations (be sure the different types are on file). N. Steel-Concrete O. Concrete O. Concrete
259 Pile Encasement:	1
*43A Structure Type Main material:	1-Concrete
*43B Structure Type Main Type:	4-Tee Beam
45 Number of Main Spans:	3
44 Structure Type Approach:	A:0- Other B: 0- Other
46 Number of Approach Spans:	0
226 Bridge Curve:	A: Vertical: NoB: Horizontal: No
111 Pier Protection:	N - Navigation Control item coded 0, or Feature not a waterway
107 Deck Structure Type:	1 - C-I-P Portland Cement Concrete - Epoxy Coated Rebars
108A Wearing Surface Type:	6. Bituminous
108B Membrane Type:	8. Unknown
108C Deck Protection:	8. Unknown
265 Underwater Inspection Area:	1

Signs & Attachments

225 Expansion Joint Type:	02- Open or sealed concrete joint (silicone sealant).
242 Deck Drains:	1- Open Scuppers.
243A Parapet Location:	0- None present.
243B Parapet Height:	0.00
243C Parapet Width:	0.00
238A Curb Height:	1.2
238B Curb Material:	1- Concrete.
239A Handrail Left:	1- Concrete.
239B Handrail Right:	1- Concrete.
*240 Median Barrier Rail:	0- None.
241A Bridge Median Height:	0
241B Bridge Median Width:	0
*230A Guardrail Location Direction Rear:	3- Both sides.
*230B Guardrail Location Direction Fwrd:	3- Both sides.
*230C Guardrail Location Opposing Rear:	0- None.
*230D Guardrail Location Opposing Fwrd:	0- None.
244 Approach Slab:	3- Forward and Rear.
224 Retaining Wall:	0- None.
233 Posted Speed Limit:	55
236 Warning Sign:	No
234 Delineator:	Yes
235 Hazard Boards:	Yes
237A Gas:	00- Not Applicable
237B Water:	00- Not Applicable
237C Electric:	00- Not Applicable
237D Telephone:	21- Bottom Left.
237E Sewer:	00- Not Applicable
247A Lighting: Street:	No
247B Navigation:	No
247C Aerial:	No
*248 County Continuity No.:	00
36A Bridge Railings:	2- Inspected feature meets acceptable construction date standards.
36B Transition:	2- Inspected feature meets acceptable construction date standards.
36C Approach Guardrail:	2- Inspected feature meets acceptable construction date standards.
36D Approach Guardrail Ends:	2- Inspected feature meets acceptable construction date standards.

Georgia Department of Transportation
Bridge Inventory Data Listing

Processed Date:Apr-09-2019 14:16:02 PM

Bridge Serial Number: 199-0025-0

County: Meriwether

SUFF. RATING: 64.5

Programming Data

201 Project Number:	F-024-1 (4)
202 Plans Available:	4- Plans in InfoImage/GAMS
249 Proposed Project Number:	00000000000000000000000
250A Reconstruction Approval Status:	No
250B Route Approval Status:	No
250C Approval Status Definition:	0
250D Approval Status Federal:	0
251Project Identification Number:	0015558
252 Contract Date:	Feb-01-1901
260 Seismic Number:	00000
75A Type Work Proposed:	0- Not Applicable
75B Work Done by:	0- Initial Inventory
94 Bridge Improvement Cost:(X$1,000)	$352
95 Roadway Improvement Cost: (X$1,000)	$35
96 Total Improvement Cost: (X$1,000)	$527
76 Improvement Length:	0'
97 Year Improvement Cost Based On:	2013
114 Future AADT:	5310
115 Future AADT Year:	2032

Hydraulic Data

113 Scour Critical:	U. No Load Rating; no scour critical data entered.
216A Water Depth:	4.7
216B Bridge Height:	12.4
222 Slope Protection:	0
221A Spur Dike Rear:	
221B Spur Dike Fwd:	
219 Fender System:	0- None.
220 Dolphin:	
223A Culvert Cover:	000
223B Culvert Type:	0- Not Applicable
223C Number of Barrels:	0
223D Barrel Width:	0
223E Barrel Height:	0
223F Culvert Length:	0
223G Culvert Apron:	0
39 Navigation Vertical Clearance:	0'
40 Navigation Horizontal Clearance:	0
116 Navigation Vertical Clear Closed:	0

Measurements:

*29 AADT:	3540
*30 AADT Year:	2012
109 % Truck Traffic:	1
* 28A Lanes On:	2
*28B Lanes Under:	0
210A Tracks On:	00
210B Tracks Under:	0
* 48 Maximum Span Length:	30
* 49 Structure Length:	90
51 Bridge Roadway Width:	28.2'
52 Deck Width:	34.3'
* 47 Total Horizontal Clearance:	28.2'
50A Curb / Sidewalk Width Left:	2
50B Curb / Sidewalk Width Right:	2
32 Approach Rdwy. Width:	28'

***229 Approach Roadway**

Rear Shoulder Left: Width:	2	*Right Width:*2	Type: 2 - Asphalt.
Fwd Shoulder: Left Width:	2	*Right Width:*2	Type: 2 - Asphalt.
Rear Pavement: Width:	24	*Type:*2- Asphalt.	
Forward Pavement: Width:	24	*Type:*2- Asphalt.	
Intersection Rear:	0	*Forward:*0	

53 Minimum Vertical Clearance Over Rd:	99' 99"
54A Under Reference Feature:	N- Feature not a highway or railroad.
54B Minimum Clearance Under:	0' 0"

***228 Minimum Vertical Clearance**

228A Actual Odometer Direction:	99'99"
228B Actual Opposing Direction:	99'99"
228C Posted Odometer Direction:	00'00"
228D Posted Opposing Direction:	00'00"

55A Lateral Underclearance Reference:	N- Feature not a highway or railroad.
55B Lateral Underclearance on Right:	0
56 Lateral Underclearance on Left:	0
10A Direction of Travel for Max Min:	0
10B Max Min Vertical Clearance:	99'99"
245A Deck Thickness Main:	7.0
245B Deck Thickness Approach:	0
246 Overlay Thickness:	6

Ratings and Posting

65 Inventory Rating Method:	1-Load Factor (LF)
63 Operating Rating Method:	1-Load Factor (LF)
66A Inventory Type:	2 - HS loading.
66B Inventory Rating:	32
64A Operating Type:	2 - HS loading.
64B Operating Rating:	53

231Calculated Loads		**Posting Required**
231A H-Modified:	21	No
231B Type3/Tandem:	26	No
231C Timber:	34	No
231D HS-Modified:	30	No
231E Type 3S2:	40	No
231F Piggyback:	40	No

261 H Inventory Rating:	20
262 H Operating Rating:	33
67 Structural Evaluation:	5
58 Deck Condition:	6 - Satisfactory Condition
59 Superstructure Condition:	5 - Fair Condition
* 227 Collision Damage:	
60A Substructure Condition:	6 - Satisfactory Condition
60B Scour Condition:	6 - Satisfactory Condition
60C Underwater Condition:	6 - Satisfactory Condition
71 Waterway Adequacy:	8-Equal to present desirable criteria.
61 Channel Protection Cond.:	7-Better than present minimum criteria.
68 Deck Geometry:	4
69 UnderClr. Horz/Vert:	N
72 Approach Alignment:	7-Between 8 and 6
62 Culvert:	N - Not Applicable
70 Bridge Posting Required:	5. Equal to or above legal loads
41 Struct Open, Posted, CL:	A. Open, no restriction
* 103 Temporary Structure:	No

232 Posted Loads

232A H-Modified:	00
232B Type3/Tandem:	00
232C Timber:	00
232D HS-Modified:	00
232E Type 3s2:	00
232F Piggyback:	00
253 Notification Date:	Feb-01-1901
258 Federal Notify Date:	Feb-01-1901

Attachment 4

Project Detour Map

PROPOSED DETOUR ROUTE:

NORMAL ROUTE LENGTH: 13 MILES
DETOUR ROUTE LENGTH: 21.3 MILES
BYPASS ROUTE LENGTH: 8.3 MILES

ATKINS

GDOT Georgia Department of Transportation

NOT TO SCALE

P.I. # 0015558
SR 41 @ COLEMAN CREEK
MERIWETHER COUNTY

Attachment 5

Traffic Assignments Memo

Georgia Department of Transportation

Interoffice Memo

FILE: Meriwether County
P.I. # 0015558

DATE: June 25, 2019

FROM: Paul Tanner, State Transportation Planning Administrator

TO: Kimberly Nesbitt, State Program Delivery Administrator
Attention: Jonathan Barnett

SUBJECT: **Design Traffic Forecasts** for SR 41 @ COLEMAN CREEK 4 MI S OF LUTHERSVILLE

Per request, we have reviewed the consultant's design traffic forecasts for the above project. Based on the information furnished, we find the design traffic forecasts to be satisfactory, and the design traffic forecasting task to be complete for the above project. The reviewed and approved design traffic forecasts for the above project are as follows:

BRIDGE ID # 199-0025-0

Build = No Build	2019 (Existing Year)	2022 (Base Year)	2024 (Base Year +2)	2042 (Design Year)	2044 (Design Year + 2)
AADT	4625	4800	4900	6100	6250
DHV (AM/PM)	370/ 370	385/ 385	390/ 390	490/ 490	500/ 500
K% (AM/PM)	8.0%/ 8.0%	Same as Existing Year			
D% (AM/PM)	56.0%/ 59.5%				
24 HR. T% - S.U.	6.0%				
24 HR. T% - COMB.	6.0%				
24 HR. T% - TOTAL	12.0%				
T% - S.U. (AM/PM)	6.5%/ 3.0%				
T% - COMB. (AM/PM)	6.0%/ 2.5%				
T% - TOTAL (AM/PM)	12.5%/ 5.5%				

If you have any questions concerning this information, please contact Andre Washington at 404-631-1925.

Nithin Gomez
Gresham Smith
Design Traffic Review Consultant to GDOT
678-478-3350

RPT/NMG

Attachment 6

Concept Team Meeting Minutes

Meeting Minutes

Project:	PI 0015558, Meriwether County SR 41 @ COLEMAN CREEK 4 MI S OF LUTHERSVILLE		
Subject:	Concept Team Meeting		
Date and time:	July 30, 2019 10:00 am		
Meeting place:	GDOT District 3 Office and Teleconference	**Minutes by:**	C. King Action items in blue
Attendees:	Jonathan Barnett – GDOT OPD Ben Rabun – Volkert (Prime) C. Chris King – Atkins PM Gauthami Goli – Atkins Lyn Clements – GDOT Bridge		Greg Cromer – GDOT D3 Utilities Adam Smith – GDOT D3 precon William Boyd – GDOT D3 precon

1. Introductions and Project Overview

Ben and Jonathan began the meeting with introductions and followed up with a brief project overview. The project proposes to replace the bridge on SR 41/Roosevelt Highway over Coleman Creek in Meriwether County, located 4 miles south of Luthersville, GA.

2. Review/Discussion of Concept Report

Chris went through the draft Concept Report. The following items were discussed in broader detail during the meeting:

a. Other Projects in the area – Ben asked about potential for PI 0013600 construction/detour to impact PI 0015558. {postscript: Atkins confirmed that the Let date for PI 0013600 is October 2020. Assuming an 18-month construction time, this project will not have an impact to PI 0015588 with let date of May 2022}

b. Public Involvement – It was noted that a lack of public involvement (due to no necessary detour) for the permanent realignment may make it a more desirable alternate if the construction costs are similar or even slightly higher compared to the offsite detour. Construction cost is not the only driver for determining the preferred alternate. Atkins to review/update and compare costs and determine if offsite detour should remain as the preferred alternate over the permanent realignment based on revised cost differences, public involvement, and potential environmental impacts.

c. Local feedback for detour – There has not been any feedback from emergency services, Meriwether County Schools, etc. in opposition to the detour route.

d. Accelerated Bridge construction –
- Lyn mentioned that Next Beams are not desirable on H-pile bents (concrete bents preferred with these beam types).
- Precast deck panels have a 50-foot span limit and may not be feasible.
- ABC to be considered only if roadway is to be closed (Offsite Detour)

e. A question was raised about SR41 being on the National Highway System. Atkins confirmed that SR41 is not on the NHS.

f. Utilities – Cost Estimates are still pending

Meeting Minutes

g. Environmental – It was noted that there is one small Archeological site located to the northwest of the stream crossing that may be considered eligible. Atkins will note this in the concept report and check with History on any potential updates.

h. Cost Estimate – It was suggested to review the estimates to confirm unit prices and lump sum costs to better validate the preferred alternate.

{postscript: Atkins updated cost estimates for:

- $45/sf for demolition of existing bridge.
- Grading complete
- Traffic control

The revisions to grading complete and traffic control based on recent bid history for these items on similar offsite detour projects resulted in the offsite detour costs being much lower than previously estimated. Therefore, the offsite detour is proposed to remain as the preferred alternate unless official notice is given from the locals that the detour is not acceptable.}

i. Concept Displays
   - Show any easement as permanent easement instead of temporary easement.

This document represents Atkins' interpretation of the meeting. Please contact the GDOT project manager if you have any questions.

Sincerely,

C. Chris King, P.E.
Atkins

0015558 Meriwether County
SR 41 @ Coleman Creek.

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Jonathan Barnett	GDOT OPD	205-807-5046	jbarnett@dot.ga.gov